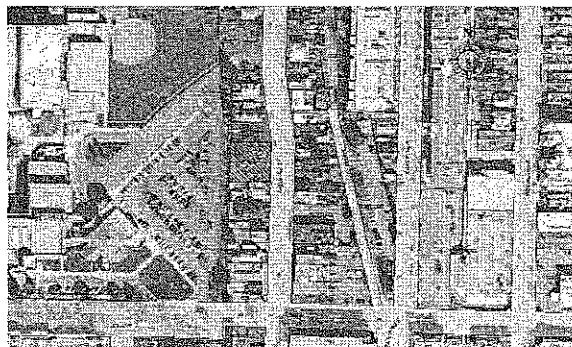


ADMINISTRATIVE SITE DEVELOPMENT PLAN REPORT & DECISION

DECISION DATE:	September 15, 2010		
Project Name:	109 Logan Avenue Mixed Use		
Owner:	Amrik Kamoh & Angie Singh, 13955 Interurban Avenue South, Tukwila, WA 98168		
Applicant:	Same as above.		
Contact:	Torjan Ronhovde, The Ronhovde Architects, LLC, 14900 Interurban Avenue South, #138, Tukwila, WA 98168		
File Number:	LUA10-047, SA-A, ECF		
Project Manager:	Gerald Wasser, Associate Planner		
Project Summary:	<p>The applicant is requesting Administrative Site Plan Review for the development of a mixed use project in the CD Zone. The project would include two 3-story buildings (36-40 feet in height) on an existing 10,000 s.f. site. The proposed buildings would have ten residential units (five in each structure), and 2,422 s.f. of ground floor commercial space. Parking would be accommodated in under-building, partially covered and surface parking areas. Residential density would be 52.63 du/ac. Access to the site would be via a new 20-foot wide driveway from Logan Ave South. The project site is flat and grading is expected to be less than 500 cubic yards of export from the site.</p>		
Project Location:	109 Logan Avenue South (APN 5696000170 & APN 5696000169)		
Exist. Bldg. Area SF:	Approx. 1,100 sf	Proposed New Bldg. Area (footprint):	2,500 sf
		Proposed New Bldg. Area (gross):	12,814 sf
Site Area:	10,000 sf	Total Building Area GSF:	12,814 sf



Project Location Map

SITE PLAN REVIEW

A. EXHIBITS:

- Exhibit 1: Project file ("yellow file")
- Exhibit 2: Neighborhood Map
- Exhibit 3: Proposed Site Plan
- Exhibit 4: Landscape Plan
- Exhibit 5: Elevations
- Exhibit 6: Floor Plans
- Exhibit 7: Proposed Building Cross Section
- Exhibit 8: Aerial Photo
- Exhibit 9: Zoning Map (Sheet F3, E ½)
- Exhibit 10: Memo to File dated September 14, 2010

B. GENERAL INFORMATION:

- 1. Owner(s) of Record: Amrik Kamoh & Angie Singh, 13955 Interurban Avenue South, Tukwila, WA 98168
- 2. Zoning Designation: Center Downtown (CD)
- 3. Comprehensive Plan Land Use Designation: Urban Center Downtown (UC-D)
- 4. Existing Site Use: Detached Single Family Home
- 5. Neighborhood Characteristics:
 - a. North: Single Family Residential (CD Zone)
 - b. East: Single Family Residential and Office (CD Zone)
 - c. South: Single Family Residential abutting, Commercial ½ block south (CD Zone)
 - d. West: Renton High School & IKEA Performing Arts Center (CD Zone)
- 6. Access: Via Logan Ave South
- 7. Site Area: 10,000 sf

C. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/2004
Zoning	N/A	5100	11/01/2004
Annexation	N/A	Incorporation	09/06/1901

D. DEPARTMENT ANALYSIS:

1. Project Description and Background

The applicant is requesting the approval of Environmental (SEPA) Review and an Administrative Site Plan Review for the development of a mixed use project on a 10,000 square foot site (two tax lots) in the Center Downtown (CD) zone. Existing site development consists of a 2-story single-family residence that would be demolished to accommodate the proposed project.

The project would include two 3-story structures, each with 5-residential units and approximately 1,200 square feet of commercial space. Buildings would be slab-on-grade, and would have an overall height of 35-feet 11-inches to the mid-point of the pitched roof. The density of the proposed project would be 52.63 dwelling units per acre. Eleven surface, covered, and partially covered parking spaces would be provided with access via a shared 20-foot wide driveway from Logan Avenue South. The project site is within a seismic hazard area and the Renton Municipal Airport Building Height Restriction Area. The site is flat, has been previously rough-graded, and it is anticipated that there would be less than 500 cubic yards of exported earth.

Entrances to the commercial space would be directly from Logan Avenue South. The entries to the residential units would be from the interior side, on the northwest corner of the south building and from the southwest corner of the north building. Access to the residential units (on the second and third stories) would be via a stairway and possible elevator.

The proposed structure would be a contemporary version of a Northwest Craftsman style. A 7:12 roof pitch is proposed that would mimic the prevailing residential architecture in the surrounding area.

The two buildings are proposed to be identical in appearance. Both would front on Logan Avenue South, and would feature articulation and modulation on the front façade. The commercial space on the ground floor would front directly on Logan. Residential unit balconies would also front on Logan. The center section of the structure would extend forward to the front property line, in an off-set that mimics a square bay.

Building finishes are proposed to include decorative slate tile, cultured stone, or brick at the base. Horizontal siding and shingles are proposed for the upper two levels of the facade. The front (east façade) of the building would have balconies on floors 2 and 3. These balconies would either have architectural metal railings or glass panels. An approximate 5-foot front façade projection on the second and third floors of each building would face Logan Avenue South.

Parking for 11 vehicles would be provided for the interior of the site primarily under and partially-under the structure. Raised concrete walkways are proposed from Logan Avenue South flanking the interior of the North and South buildings. A raised pedestrian connection is proposed between the two buildings where access to the residences is proposed.

Landscaping would consist of four street trees along Logan Ave South. Bohall Red Maple or European Hornbeam are proposed. Landscaped beds are proposed on the north and south property lines. This would consist of small flowering trees (Japanese Snowbell or Kousa Dogwood), small flowering shrubs (Azalea, Evergreen Huckleberry, and Spirea), and Evergreen Hedge shrubs (Otto Luyken Laurel, Helleri Chinese Holly). In the rear side yard, and rear yard the applicant proposes additional flowering trees,

medium evergreen flowering shrubs (Forest Flame Pieris, David Viburnum, and Oregon Grape). In addition, evergreen shrubs, ground cover (Kinnikinnick, Hypericum), and perennials are proposed.

2. Staff Review Comments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

- ✓ Copies of all Review Comments are contained in the Official File and may be attached to this report.

3. Environmental Review

a. Environmental Determination

Pursuant to the City of Renton's Environmental Ordinance and SEPA requirements (RCW 43.21C, 1971, as amended), the Environmental Review Committee, on August 30, 2010, issued a Determination of Non-Significance (DNS-M) for the 109 Logan Ave Mixed Use project (LUA10-047, SA-A, ECF)

b. Mitigation Measures

1. The applicant shall submit a complete geotechnical engineering report prior to the issuance of building permits for the review and approval of the Development Services Project Manager and the applicant shall comply with the recommendations of the approved geotechnical engineering report.
2. The applicant shall provide avigation easements to each future resident of the proposed project which would provide notification of the possibility of low-flying aircraft and noise impacts.
3. The applicant shall provide triple-paned windows in all residential units in order to reduce noise impacts to residents of the residential units.
4. In the event that pile driven foundations are utilized, the applicant shall submit noise and vibration studies to the City of Renton Current Planning Project Manager and may be subject to restricted days and hours of pile driving activities.
5. The applicant shall pay a Parks Mitigation Fee based on \$354.51 per each new multi-family unit (estimated to be \$3,545.10) payable prior to the issuance of building permits.
6. Work shall immediately cease and the Washington State Department of Archaeology and Historic Preservation shall be contacted should any archaeological artifacts be discovered during earthwork activities. Work shall not recommence until authorized by the Department of Archaeology and Historic Preservation.
7. The applicant shall provide photographic documentation of all exterior facades of the existing residential structure. The photographic documentation shall consist of two sets of 8-inch by 10-inch black and white photographs; one set for the project file and one set for the Renton History Museum. Such photographs shall be submitted to the Planning Division Project Manager for review and approval prior to issuance of a demolition permit.
8. The applicant shall pay a Transportation Mitigation Fee in the amount of \$75.00 for each new daily vehicle trip attributed to the project prior to the issuance of building permits (estimated to be \$6,270.00).

9. The applicant shall coordinate with the Renton Municipal Airport Manager, prior to the commencement of construction to determine the maximum height of any booms/cranes, the need for appropriate marking or lighting, and to determine whether notification of other agencies (such as the FAA) is required.
10. The applicant shall pay a Fire Mitigation Fee based on \$388.00 per each new multi-family unit and \$0.52 per square foot of commercial space payable prior to the issuance of building permits (estimated to be \$5,139.44).

4. Consistency with the Site Plan Approval Criteria

The Site Development Plan Review Criteria set forth in Section 4-9-200 of the Renton Municipal Code forms the basis of the Site Plan Review, as follows:

1. Conformance with the Comprehensive Plan, its elements and policies

The Comprehensive Plan Land Use Map designation for the subject property is Urban Center Downtown (UC-D). The proposal provides for a mixed use development on two under-utilized parcels in the UC-D designation. Policies of the Comprehensive Plan that support the proposal include the following:

Policy LU-208: Mixed-use development where residential land commercial use are allowed in the same building or on the same site should be encouraged in the Urban Center – Downtown. Incentives should be developed to encourage future development or redevelopment projects that incorporate residential uses.

Policy CD-23: Development should have buildings oriented toward the street or a common area rather than toward parking lots.

Objective CD-E: New development and infill patterns should be consistent with a high quality urban form.

Policy CD-44: Development should be designed (e.g. site layout, building orientation, setbacks, landscape areas and open space, parking, and outdoor activity areas to result in a high quality development as a primary goal, rather than to maximize density as a first consideration.

Policy CD-48: Locate and design residential-commercial mixed-use development in a manner that preserves privacy and quiet for residents.

Policy CD-53: Consideration of the scale and building style of near-by residential neighborhoods should be included in development proposals.

Policy CD-54: Development should be designed to consider potential adverse impacts on adjacent, less intensive uses, e.g. lighting, landscaping, and setbacks should all be considered during site design.

Policy CD-55: Landscape buffers, additional setbacks, reduced height, and screening devices such as berms and fencing should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.

2. Conformance with existing land use regulations

- a. Use: The subject site is zoned Center Downtown (CD). The purpose of the CD zone is to provide a mixed use urban commercial center serving a regional market as well as high density residential development. Uses include a wide variety of retail sales, services, multi-

family residential dwellings, and recreation and entertainment uses. The proposal would further the intent of the CD zone by providing a high-quality mixed use residential and commercial project.

- b. Development Standards: As demonstrated in the table below the proposal complies with the development standards outlined in Title IV of the Renton Municipal Code:

Standard	Requirement	Compliant	Comments:
Lot Coverage	None	Yes	60% proposed
Setbacks			Buildings would be zero lot line at the front. Both north and south side yards would be 5 feet. Rear yard setback would be 14 feet
Front Yard	None	Yes	
Side Yard [along a street]	N/A	N/A	
Side Yard	None	Yes	
Rear Yard	None	Yes	
Landscaping	None	Yes	The CD Zone or Urban Design District A do not require landscaping. However, a combination of trees, shrubs, and groundcover is proposed along the north and south property lines, and along the northwest and southwest portions of the parking area.
Height	95 feet allowed by zoning;	Yes	Airport operations limit height to 50 feet. Proposed height is 36–40 feet.

Standard	Requirement	Compliant	Comments:
Refuse/Recycling	Refuse: <i>Residential:</i> 3 sf/du = 30 sf <i>Commercial:</i> 10 sf/1,000 gsf = 24.2 sf Recycle: <i>Residential:</i> 1.5 sf/du = 15 sf <i>Commercial:</i> 5 sf/1,000 sf = 12.1 sf (100 sf min req'd)	Yes	The total refuse area for the project is proposed to be 170 sf. A refuse/recyclable area detail has been submitted which indicates compliance with the screening requirements of RMC4-4-090.
Signage	RMC4-4-100H	Signage is not proposed at this time.	The project is subject to the City Center Sign Regulations.

- c. Parking/Circulation: The project is subject to RMC 4-4-080F, Parking Regulations. The applicant has provided 11 vehicle spaces and no bicycle parking stalls. Staff recommends that the applicant be required to provide 5 bicycle parking spaces as required by the Renton Municipal Code. Bicycle parking must provide for secure extended use and protect the bicycles from theft and weather. Bike lockers, and in-building parking are two possible solutions for this proposal.

Use	Units/Square Footage of Use	Parking Ratio	Required Spaces
Attached Dwellings	10 Dwelling Units	Min/Max of 1 vehicle space/DU Bike spaces required= 0.5 per dwelling unit	10 vehicle spaces 5 bicycle spaces

Use	Units/Square Footage of Use	Parking Ratio	Required Spaces
Commercial	5,014 sf.	No minimum. A maximum of 1 vehicle space/1,000 sf Bike spaces required = 10% of required vehicle spaces	0

3. Mitigation of impacts to surrounding properties and uses

The subject site is located in the Center Downtown area of Renton and is surrounded by residential and some office uses. Renton High School (RHS) and a surface parking lot for the IKEA Performing Arts Center on the RHS campus abut the site on the west. The proposed mixed use development would intensify development on this residential block, particularly as this is the first infill development project that implements the policies of the Comprehensive Plan and Zoning.

The project would introduce two buildings that are taller than the surrounding one and two-story development. The design of the buildings has incorporated Northwest influences and themes and a 7:12 roof pitch that mimics the hipped roofs of the surrounding homes. Parking has been proposed for accommodation in the rear portion of the site, both under building and partially underbuilding. The sides of the structure would be open and headlights of vehicles maneuvering in and out of the site may cause some undesirable effects to the abutting residences on the south and north. Therefore, staff recommends as a condition of approval, that the applicant be required to install either taller landscaping or a fence or a combination of fence/landscaping to reduce the impacts of vehicle maneuvering.

The 20-foot wide driveway accessing the parking area would be located between the two buildings, providing acceptable buffering from less intensive surrounding residential uses. The trash/recycle area is proposed in the rear of the site, abutting the west property line, and a RHS parking lot. Landscaping is proposed on the north, west and south property lines. While perimeter landscaping is proposed on the north, south and west property lines abutting the parking areas, such landscaping may not be tall or dense enough to screen headlight glare from abutting residential properties. Therefore, staff recommends as a condition of approval that the applicant install a decorative 6-foot high wood fence along the north, south, and west property lines. The location of such fence shall be indicated on a revised site plan and a detail of the fence shall be submitted for the review and approval of the Planning Division project Manager prior to the issuance of building permits.

The additional residents would potentially increase the amount of activity in the area and would add to the vibrant, urban activity of the Downtown Core which in turn is in keeping with

the Comprehensive Plan for Downtown Renton. The nature of the commercial use has not yet been determined, however, the building would have street frontage and could be used as office, retail, or service.

4. *Mitigation of impacts of the proposed site plan to the site*

While the scale, height, and bulk of the proposed project are greater than the abutting properties, the project would provide a catalyst for development allowed in this area and zone.

The main entrances to the commercial spaces would be off of Logan Avenue South. These commercial space entrances would be marked by metal awnings. The main pedestrian entrance to the residential units would be on the south side of the northerly building and on the north side of the southerly building.

While there would be an increase in impervious surfaces over the existing condition, the site would be enhanced with landscaping along the north and south property lines as well as the west property line abutting the RHS.

5. *Conservation of area-wide property values*

The proposed mixed use development is expected to increase property values in the vicinity of the site. Adding additional residential population to the downtown area would improve the customer base for commercial businesses. Moreover, this area of the City's downtown would be enhanced by an investment in a cohesive development on two infill lots, and the addition of enhanced landscaping.

6. *Safety and efficiency of vehicle and pedestrian circulation*

The Renton Transit Center is located south of South 2nd Street on Burnett Avenue South. This is approximately one-quarter mile to the southwest and within walking distance of the proposed project.

Vehicles would enter and exit the parking area via a 20-foot wide driveway from Logan Avenue South. The driveway is shown on the Site Plan as consisting of two 10-foot wide access and utility easements. Each of the easements would be located on the abutting portions of the two existing parcels. Staff recommends that the applicant be required to provide cross access and cross parking easements to ensure that access is maintained in the event that one of the parcels is sold separately.

The parking area is buffered by landscaping on the north, south, and west. The pedestrian entry points to the commercial space would be prominently located on the Logan Avenue facades of each of the two buildings. The pedestrian access to the residential units would be located on the north and south sides of each building. The commercial entrances would be marked by metal awnings. The applicant has proposed that access to these entrances would be via raised 4-foot wide walkways which would abut each of the buildings. A cross-connection would be provided via a 5-foot wide raised walkway across the access driveway. In subsequent sections of this report, staff recommends that the 4-foot wide walkways which would abut each of the buildings be increased to 5-feet in width. The increased walkway width would reduce the proposed 20-foot wide driveway to 18-feet. The reduction in driveway width has been approved by the Fire Department. In order to ensure that the cross-connection walkway is visible and evident as a crossing between the buildings, staff

recommends that this 5-foot wide cross walk be composed of pavers or stamped concrete. This should be shown as a detail on the building plan set, and installed prior to the issuance of the Final Certificate of Occupancy.

The City of Renton may install street improvements along Logan Avenue South in the future. Such improvements including wider planter strip and sidewalks would accommodate the pedestrian character envisioned for the downtown area. It appears that there is adequate public right-of-way to accommodate such improvements.

7. *Provision of adequate light and air*

The residential units are above the commercial space and parking. Building modulation and articulation are incorporated to break up the building height and mass. This would allow natural light and air to reach all residential units. The height of the proposed buildings is not expected to cast significant shade impacts on the surrounding area.

Exterior onsite lighting, including security lighting is regulated by Code. Compliance with RMC 4-4-075 ensures that all building lights are directed onto the buildings or ground and cannot trespass beyond the property lines. Staff does not anticipate that exterior lighting would become an issue provided Code requirements are met. However, staff recommends that the applicant be required to submit a lighting plan for the exterior of both buildings and the parking areas for the review and approval of the Planning Division Project Manager prior to the issuance of building permits.

8. *Mitigation of noise, odors and other harmful or unhealthy conditions*

The proposed development would not generate any harmful or unhealthy conditions. There would be noise impacts resulting from increased traffic and activity normally associated with a residential population and commercial activities. Traditional vehicular engine noise and noise resulting from the opening and closing of car doors would be mitigated by the placement of parking areas at the rear of the proposed buildings. Further, the access driveway would be located between the two proposed buildings which would aid buffering abutting residential property from additional noise impacts.

Trash and recycling areas would be contained with an enclosure at the rear of the property. Such enclosures are regulated by RMC 4-4-090. Staff recommends that as a condition of approval that the applicant submit a detail of the refuse and recycling enclosure for the review and approval of the Planning Division Project Manager prior to the issuance of building permits. Such detail shall include elevations of all sides of the enclosure as well as a roof detail. No chain link, plastic, or wire fencing shall be used in the construction of the refuse and recyclables enclosure.

9. *Availability of public services and facilities to accommodate the proposed use*

Fire Department, Police, and Parks Departments staffs have indicated that existing facilities are adequate to accommodate the proposed project, subject to the applicant's payment of Fire and Parks Mitigation Fees prior to the issuance of building permits. The Police Department has indicated that it can adequately service the anticipated 10 annual calls resulting from the proposed project.

Water service and other utilities are available and would be extended as necessary to the buildings by the applicant as required by City Code.

The proposal would redevelop a site that is currently underutilized. The investment in the area and the additional residential population presence would serve to prevent neighborhood deterioration and blight. Coordinated site improvements including landscaping, parking, signage, and lighting would be included as part of this development.

Fire Department, Police, and Parks Departments staffs have indicated that existing facilities are adequate to accommodate the proposed project, subject to the applicant's payment of Fire and Parks Mitigation Fees prior to the issuance of building permits.

10. Prevention of neighborhood deterioration and blight

The proposal would redevelop a site that is currently underutilized. The investment in the area and the additional residential population presence would serve to prevent neighborhood deterioration and blight. Coordinated site improvements including landscaping, parking, signage, and lighting would be included as part of this development.

11. Review of Street Frontage Landscaping

The applicant proposes to landscape the Logan Ave South frontage with utilizing the existing 2 1/2-foot wide planting strip. The applicant proposes to plant four 1 1/2-inch caliper deciduous trees in the planting strip (Bohall Red Maple or European Hornbeam). The Parks Department has recommended that the number of street trees be reduced from four to two trees and that only small maturing deciduous trees be used. In addition to street trees, the applicant is also proposing to plant a lawn (consisting of Trinity Supreme Sod) in the planter strip. Staff recommends as a condition of approval that the applicant submit a final detailed landscape plan for the review and approval of the Planning Division Project manager prior to the issuance of building permits. The applicant shall coordinate with the City's Urban Forester to select an appropriate tree for the planting bed.

12. Review of Compliance to Design Guidelines for Development in CD, RM-U, RM-T, UC-N1, and UC-N2 Zones

The proposal is located in the CD Zone and is subject to Design District 'A' Guidelines. The following table indicates compliance with the Design Guidelines for development in the CD Zone, District "A".

SITE DESIGN AND BUILDING LOCATION

Building Location and Orientation

Intent: To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses, and increase privacy for residential uses.

Guidelines: Siting of a structure should take into consideration the availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas). Ground floor residential uses located near the street should be raised above street level for residents' privacy.

Standard: Buildings shall be oriented to the street with clear connections to the sidewalk.

Analysis: This standard is met. The 109 Logan Ave South Mixed Use Project is oriented toward Logan Avenue South. The commercial spaces in each of the proposed buildings take access directly from Logan Avenue South. Each of the commercial space entrances would be clearly marked by a metal awning. While the existing sidewalk along Logan Avenue South is only 5-feet in width the awnings would aid in promoting the pedestrian-oriented nature of the commercial spaces. There are no ground floor residential uses proposed. Raised walkways would provide pedestrian access to the residential entries of each proposed building.

Standard: *The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.*

Analysis: This standard is met. The front entry of each proposed building is oriented to Logan Avenue South. As stated above, the commercial space entries would take direct access from the sidewalk along Logan Avenue South and would be clearly marked by a metal canopy.

Building Entries

Intent: *To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.*

Guidelines: *Multiple buildings on the same site should provide a network of pedestrian paths for access within the site and access to the site from the surrounding area. For projects that include residential uses, entries and/or front yards should provide transition space between the street and the residence. Ground floor units should be directly accessible from the street or an open space. Features such as entries, lobbies, and display windows should be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated. Entries from the street should be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping. Secondary access (not fronting on a street) should be subordinate to those related to the street and have weather protection.*

Standard: *A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.*

Analysis: This standard is met. The primary entrances to the commercial spaces in each of the two proposed buildings take access directly from the sidewalk along Logan Avenue South. These proposed entries would have weather protection and would be clearly marked in the form of metal awnings. Commercial storefront glazing and doors would be provided along the Logan Avenue South façade of each proposed building.

Access to the second and third floor residential units would be provided on the north side of the southerly building and on the south side of the northerly building. The applicant has proposed that access to these entrances would be via raised 4-foot wide walkways which would abut each of the buildings. In subsequent sections of this report, staff recommends that the 4-foot wide walkways which would abut each of the buildings be increased to 5-feet in width. The increased walkway width would reduce the proposed 20-foot wide driveway to 18-feet. The reduction in driveway width has been approved by the Fire Department. Second and third floor building overhangs would provide weather protection for these walkways.

Standard: *Multiple buildings on the same site shall provide a continuous network of pedestrian paths and open spaces that incorporate landscaping to provide a directed view to building entries.*

Analysis: This standard is met. As mentioned above, pedestrian connections would be provided to the residential entries of each building via 4-foot wide walkways along the north side of the southerly building and along the south side of the northerly building. A pedestrian connection between the two proposed buildings would be provided in the form of a raised, 5-foot wide walkway across the 20-foot wide access driveway. This crosswalk would incorporate pavers or stamped concrete.

Standard: *Ground floor units shall be directly accessible from the street or an open space such as a courtyard or garden that is accessible from the street.*

Analysis: N/A. There are no ground floor residential units proposed as part of this project.

Standard: Secondary access (not fronting on a street) shall have weather protection at least four and one-half feet (4-1/2') wide over the entrance or other similar indicator of access.

Analysis: This standard is met. The residential entries would be located on the north side of the southerly building and on the south side of the northerly building. These residential entrances would have weather protection in the form of 4 ½ -foot overhangs from the second and third floors.

Standard: Pedestrian access shall be provided to the building from property edges, adjacent lots, abutting street intersections, crosswalks, and transit stops.

Analysis: This standard is generally met. Pedestrian access would be provided via on-site pedestrian walkways accessible to Logan Avenue South. The Renton Transit Center is located approximately to the southwest. There is a signaled crosswalk across South 2nd Street to the south of the subject property. Because a parking lot for Renton High School and the Ikea Performing Arts Center immediately abuts the property on the west; and in order to maintain residential privacy and security, it is not feasible to provide pedestrian connections to that property. Similarly, because the entries to the residential units of the proposed project are located towards the back of the property, in order to provide residential security and privacy, it would not be feasible to provide pedestrian connections in these locations.

Transition to Surrounding Development

Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.

Guidelines: Careful siting and design treatment should be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.

Standard: At least one of the following design elements shall be used to promote a transition to surrounding uses:

1. Setbacks at the side or rear of a building may be increased by the Reviewing Official in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards; or
2. Building proportions, including step-backs on upper levels in accordance with the surrounding planned and existing land use forms; or
3. Building articulation to divide a larger architectural element into smaller increments; or
4. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.

Analysis: This standard is met. The proposed project incorporates a contemporary version of the Northwest Craftsman style of architecture. A 7:12 roof pitch is proposed and would mimic the prevailing architecture in the surrounding area. Each of the proposed buildings would feature articulation and modulation on the front façade. Residential unit balconies would front on Logan Avenue South. The center section of each building would extend forward to the front property line in an off-set that mimics a square bay.

Service Element Location and Design

Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from pedestrian areas, and screening them from view in high visibility areas.

Guidelines: Service enclosure fences should be made of masonry, ornamental metal or wood, or some combination of the three (3).

Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent and/or abutting uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

Analysis: The refuse and recyclables enclosure would be located at the rear of the subject property. Screening in compliance with RMC 4-4-090 would be required. The refuse and recyclables enclosure is proposed to be located at the end of the access driveway between the two proposed buildings. Staff previously recommended as a condition of approval that the applicant provide a detail of the enclosure area for the review and approval of the Planning Division Project Manager prior to the issuance of building permits.

Standard: In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.

Analysis: Staff has recommended earlier in this report as a condition of approval that the applicant provide a refuse and recyclables enclosure detail including side and roof drawings.

Standard: The use of chain link, plastic, or wire fencing is prohibited.

Analysis: The recommended condition of approval prohibits the use of chain link, plastic, or wire fencing for the construction of the refuse and recyclables enclosure.

Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum three feet (3') wide, shall be located on three (3) sides of such facility.

Analysis: This standard is met. The refuse and recyclables enclosure would not be located adjacent to a street, pathway, or pedestrian-oriented space.

PARKING AND VEHICULAR ACCESS

Intent: To provide safe, convenient access; incorporate various modes of transportation, including public transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.

Surface Parking

Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings. To ensure safety of users of parking lots, convenience to businesses, and reduce the impact of parking lots whenever possible.

Guidelines: Parking lots should be located on the interior portions of blocks and screened from the surrounding roadways by buildings, landscaping, and/or gateway features as dictated by location. A limited number of parking spaces may be allowable in front of a building, provided they are for passenger drop-off and pick-up and they are parallel to the building facade.

Standard: Parking shall be located so that no surface parking is located between a building and the front property line, or the building and side property line, on the street side of a corner lot.

Analysis: This standard is generally met. The parking area would be located behind the proposed buildings between the buildings and the rear property line. The project site is not a corner lot.

PEDESTRIAN ENVIRONMENT:

Intent: To enhance the urban character of development by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safe, convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.

Pedestrian Circulation

Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

Guidelines: Pedestrians should be provided with clearly delineated safe routes for travel from their vehicle and/or the surrounding area to the building.

Standard: Developments shall include an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the sidewalk system and abutting properties.

Analysis: This standard is met. The sidewalk along Logan Avenue South would be accessed from raised walkways along the north side of the southerly building and the south side of the northerly building. In addition these two walkways would be linked by a raised walkway across the driveway between the two proposed buildings. These walkways would be immediately adjacent to the covered and partially covered parking area.

Standard: Pathways shall be located so that there are clear sight lines, to increase safety.
Analysis: This standard is met. Raised pedestrian pathways would be located on either side of the proposed 20-foot wide access driveway providing clear lines of sight to vehicular traffic.
Standard: Sidewalks located between buildings and streets shall be raised above the level of vehicular travel.
Analysis: This standard is met. The applicant has proposed that the pedestrian walkways along the north side of the southerly building and the south side of the northerly building be raised above the level of vehicular travel.
Standard: Pedestrian pathways within parking lots or parking modules shall be differentiated by material or texture from abutting paving materials.
Analysis: This standard is met. The walkway which would be located across the 20-foot wide access driveway would be composed of pavers or stamped concrete.
Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically: <ol style="list-style-type: none"> 1. Sidewalks and pathways along the facades of mixed use and retail buildings one hundred (100) or more feet in width (measured along the facade) shall provide sidewalks at least twelve feet (12') in width. The walkway shall include an eight-foot (8') minimum unobstructed walking surface. 2. Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than 12 feet.
Analysis: The applicant has proposed that the raised walkways along the north side of the southerly building and the south side of the northerly building be 4-feet in width. Therefore, the minimum standard walkway width of 5-feet is not met. Staff recommends as a condition of approval that the applicant provide 5-foot wide walkways which shall be indicated on a revised site plan to be submitted for the review and approval of the Planning Division Project Manager prior to the issuance of building permits. In order to accommodate the width of the increased walkways, the applicant may reduce the width of the internal driveway to 18-feet. The Fire Department has approved this reduction in driveway width.
Standard: All pedestrian walkways shall provide an all-weather walking surface unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.
Analysis: This standard is met. The applicant is proposing that the pedestrian walkways on the project site be composed of an all-weather walking surface.
Recreation Areas and Open Space
Intent: To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.
Guidelines: Common space should be located to take advantage of surrounding features such as significant landscaping, unique topography or architecture, and solar exposure. Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity. Projects that include residential, common space and children's play areas should be centrally located near a majority of dwelling units and visible from surrounding units. Play areas should also be away from hazardous areas like garbage dumpsters, drainage facilities, streets, and parking areas.
Standard: All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas. <ol style="list-style-type: none"> 1. Amount to be provided: at minimum fifty (50) square feet per unit. 2. The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator of the Department of Community and Economic Development or designee. 3. Open space or recreation areas shall be located to provide sun and light exposure to the area and located so that they are aggregated to provide usable area(s) for residents.

4. *Open space or recreation area required elements. At least one of the following shall be provided in each open space and/or recreation area (the Administrator of the Department of Community and Economic Development or designee may require more than one of the following elements for developments having more than one hundred (100) units).*
 - a) *Courtyards, plazas, or multi-purpose open spaces;*
 - b) *Upper level common decks, patios, terraces, or roof gardens/pea-patches. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development;*
 - c) *Pedestrian corridors dedicated to passive recreation and separate from the public street system;*
 - d) *Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or*
 - e) *Children's play spaces.*
5. *The following shall not be counted toward the common open space or recreation area requirement:*
 - a) *Required landscaping, driveways, parking, or other vehicular use areas;*
 - b) *Required yard setback areas. Except for areas that are developed for private or semi-private (from abutting or adjacent properties) courtyards, plazas or passive use areas containing landscaping and fencing sufficient to create a fully usable area accessible to all residents of the development;*
 - c) *Private decks, balconies, and private ground floor open space; and*
 - d) *Other required landscaping and sensitive area buffers without common access links, such as pedestrian trails.*

Analysis: The project does not meet this standard. The proposed project provides private decks for each unit, however, no common open space or recreation areas are provided. The applicant states that each building contains 5 dwelling units, and that the buildings are in separate ownerships on 2 separate parcels of land. However, the project shares one access driveway, and the project is considered as a whole for the purpose of evaluating compliance with this criteria. Staff recommends as a condition of approval that the applicant revise the project to incorporate a common open space meeting the requirements of the Urban Design Standards. The common open space/recreation area is subject to the review and approval of the Current Planning Project Manager, and must be submitted as part of the building permit.

Standard: *All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.*

Analysis: N/A. This standard does not apply to the 109 Logan Ave South Mixed Use proposal.

Standard: *At each corner of the intersections listed below, a public plaza shall be provided.*

Analysis: N/A. This standard does not apply to the 109 Logan Ave South Mixed Use proposal.

Standard: *The plaza shall measure no less than one thousand (1,000) square feet with a minimum dimension of twenty feet (20') on one side abutting the sidewalk.*

Analysis: N/A. This standard does not apply to the 109 Logan Ave South Mixed Use proposal.

Standard: *The public plaza must be landscaped consistent with RMC 4-4-070, including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.*

Analysis: N/A. This standard does not apply to the 109 Logan Ave South Mixed Use proposal.

Standard: *These public plazas are to be provided at intersections identified on the Commercial Arterial Zone Public Plaza Locations Map.*

Analysis: N/A. This standard does not apply to the 109 Logan Ave South Mixed Use proposal.

BUILDING ARCHITECTURAL DESIGN:

Intent: *To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate and to discourage franchise retail architecture.*

Building Character and Massing

Intent: To ensure that buildings are not bland and so that they appear to be at a human scale, as well as to ensure that all sides of a building which can be seen by the public, are visually interesting.

Guidelines: Building facades should be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings. Buildings greater than one hundred and sixty feet (160') in length should provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade; or provide an additional special design feature such as a clock tower, courtyard, fountain, or public gathering.

Standard: All building facades shall include modulation or articulation at intervals of no more than forty feet (40').

Analysis: This standard is met. The two buildings are proposed to be identical in appearance. Both would front on Logan Avenue South, and would feature articulation and modulation on the front facade. The modulation and massing provided exceed the standards. The modulation includes facade setbacks, pitched roofs, deck recesses and overhangs. The commercial space on the ground floor would front directly on Logan, and would be characterized by the use of divided storefront glazing. Residential unit balconies would face east, and front on Logan. The center section of the structure would extend forward to the front property line, in an off-set that mimics a square bay.

Building finishes are proposed to include decorative slate tile, cultured stone, or brick at the base. Horizontal siding and shingles are proposed for the upper two levels of the facade. The front (east facade) of the building would have balconies on floors 2 and 3. These balconies would either have architectural metal railings or glass panels. An approximate 5-foot front facade projection on the second and third floors of each building would face Logan Avenue South. The front and rear facades of each building are approximately 30-feet in length. The north and south facades of each building are approximately 85-feet.

Standard: Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.

Analysis: This standard is met. As indicated, above, an approximate 5-foot front facade projection on the second and third floors of each building would face Logan Avenue South. This projection is approximately 26-feet in height and approximately 12-feet in width.

Ground Level Details

Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.

Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.

Standard: Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.

Analysis: This standard is met. The front facade of each proposed building at ground level would be made up of decorative slate tile, cultured stone or brick around storefront glazing with transom and flanking windows with a metal awning over the entry. Storefront glazing would be provided along the north and south sides of both proposed buildings at ground level. Perimeter landscaping would be provided along the north and south property lines of the project site.

Standard: On any facade visible to the public, transparent windows and/or doors are required to comprise at least fifty percent (50%) of the portion of the ground floor facade that is between four feet (4') and eight feet (8') above ground (as measured on the true elevation).

Analysis: The front façade of each building is the only façade clearly visible to the public. Glazing on this façade would comprise approximately 39% of the façade. Staff recommends as a condition of approval that glazing on the front ground floor façade be increased to a minimum of 50%. Such glazing shall be indicated on revised elevations which shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Standard: Building facades must have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be fifty percent (50%).

Analysis: All facades of the proposed buildings would have clear windows with visibility into and out of the buildings. Staff recommends as a condition of approval that the applicant note on revised elevations that all windows must have a minimum light transmittance of 50%. Such revised elevations shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Standard: Display windows shall be designed for frequent change of merchandise, rather than permanent displays.

Analysis: This standard is met. While detail of the interior of the proposed commercial space in each proposed building has not been provided it appears that the windows flanking the front entry of the commercial space could be used for frequent merchandise changes.

Standard: Where windows or storefronts occur, they must principally contain clear glazing.

Analysis: Commercial space windows would be located on west (front), north, and south facades of both proposed buildings. As a condition of approval, staff recommends that the applicant provide clear glazing on all storefront windows. Such clear glazing shall be indicated on revised elevations which shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Standard: All of the following are prohibited:

1. Tinted and dark glass, highly reflective (mirror-type) glass and film.
2. Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways.
 - a) A wall (including building facades and retaining walls) is considered a blank wall if:
 - i. It is a ground floor wall or portion of a ground floor wall over six feet (6') in height, has a horizontal length greater than fifteen feet (15'), and does not include a window, door, building modulation or other architectural detailing; or
 - ii. Any portion of a ground floor wall has a surface area of four hundred (400) square feet or greater and does not include a window, door, building modulation or other architectural detailing.
 - b) If blank walls are required or unavoidable, they shall be treated. The treatment shall be proportional to the wall and use one or more of the following:
 - i. A planting bed at least five feet (5') in width containing trees, shrubs, evergreen ground cover, or vines abutting the blank wall;
 - ii. Trellis or other vine supports with evergreen climbing vines;
 - iii. Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;
 - iv. Artwork, such as bas-relief sculpture, mural, or similar; or
 - v. Seating area with special paving and seasonal planting.

Analysis: This standard is met. The applicant has not indicated that any glazing would be tinted, dark glass, highly reflective glass or film. As a condition of approval, staff recommends that the applicant shall provide clear glazing on all storefront windows. Such windows shall be indicated on revised elevations which shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Building Roof Lines

Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.

Guidelines: Building roof lines should be varied to add visual interest to the building. Roofs should be dark in color. Roof mounted mechanical equipment should not be visible to pedestrians. Buildings containing predominantly residential uses should have pitched roofs with a minimum slope of one to four (1:4) and should have dormers or intersecting roof forms that break up the massiveness of an uninterrupted sloping roof.

Standard: At least one of the following elements shall be used to create varied and interesting roof profiles (illustration below):

1. Extended parapets;
2. Feature elements projecting above parapets;
3. Projected cornices;
4. Pitched or sloped roofs.
5. Pitched or sloped roofs.

Analysis: The roofs of both proposed buildings would have a 7:12 pitch. The applicant has not indicated the color of the proposed roofs. As a condition of approval, staff recommends that the applicant shall submit a materials board indicating all building materials including roof composition and color. Such materials board shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Building Materials

Intent: To ensure high standards of quality and effective maintenance over time and encourage the use of materials that reduce the visual bulk of large buildings, as well as to encourage the use of materials that add visual interest to the neighborhood.

Guidelines: Buildings should use material variations such as colors, brick or metal banding or patterns, or textural changes. Building materials should be attractive, durable, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, and cast-in-place concrete. If concrete is used, walls should be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture. If concrete block walls are used, they should be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or incorporate other masonry materials.

Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished with the same building materials, detailing, and color scheme. A different treatment may be used if the materials are of the same quality.

Analysis: This standard is met. The applicant has indicated that the front facades of both buildings would be composed of decorative slate tile, cultured stone or brick on the ground floor and cementitious plank siding on the second and third floors. Building materials on the rear facades would include cementitious plank siding. Materials on the north and south facades of the buildings would include cementitious plank siding and shingles. The materials board previously recommended as a condition of approval would provide samples of the building materials and colors provided on all building facades.

Standard: Materials, individually or in combination, shall have texture, pattern, and be detailed on all visible facades.

Analysis: This standard is met. As indicated above each of the building facades would have a combination of building materials with different texture and pattern.

Standard: Materials shall be durable, high quality, and reasonably maintained.

Analysis: This standard is met. The materials indicated by the applicant to be used on all building facades would be durable, of high quality, and could be reasonably maintained.

Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.

Analysis: This standard is met. The elevations submitted with the project application indicate that the building materials would have variation in texture and pattern. The materials board recommended as a condition of approval, above, would indicate variations in color.

Lighting

Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.

Guidelines: Accent lighting should be provided at focal points such as gateways, public art, and significant landscape features such as specimen trees. Additional lighting to provide interest in the pedestrian environment may include sconces on building facades, awnings with down-lighting, decorative street lighting, etc.

Standard: Pedestrian-scale lighting shall be provided at primary and secondary building entrances.

Analysis: The applicant has not indicated lighting at the commercial and residential entries to the proposed buildings. As indicated previously in this report, staff has recommended that a lighting plan be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Standard: Lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as specimen trees, other significant landscaping, water features, and/or artwork.

Analysis: The only lighting indicated by the applicant would be backlight address illumination on the front façade metal awnings. As indicated previously in this report, staff has recommended that a lighting plan be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

Standard: Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).

Analysis: As lighting was not indicated on the submitted plans, staff recommends that the applicant provide downlighting to assure safe pedestrian and vehicular movement, and that this shall be indicated on the lighting plan recommended previously in this report.

E. FINDINGS

Having reviewed the written record in the matter, the City now enters the following:

- a. **Request:** The applicant has requested Administrative Site Development Plan Review for the 109 Logan Avenue Mixed Use Project, LUA10-047, SA-A, ECF.
1. **Environmental Review:** The City's Environmental Review Committee (ERC) has reviewed the proposal and issued a Determination of Non-Significance – Mitigated (DNS-M) and imposed 10 mitigation measures.
2. **Site Plan Review:** The applicant has submitted materials consistent with a complete application in order to conduct Administrative Site Development Plan Review.
3. **Comprehensive Plan:** The site is designated Urban Center Downtown on the City's Comprehensive Plan Land Use Map.
4. **Zoning:** The proposal is zoned Center Downtown (CD).
5. **Urban Design District "A":** The proposal is subject to the Urban Design District "A" guidelines and standards.

F. CONCLUSIONS

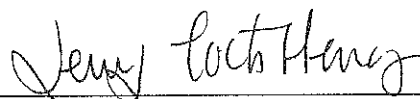
1. The subject project complies with the policies and codes of the City of Renton, provided all advisory notes and conditions of approval contained in this Report and Decision are complied with.
2. The subject project complies with the Comprehensive Plan designation of Urban Center Downtown (UC-D) and the zoning designation of Center Downtown (CD), provided all advisory notes and conditions of approval are complied with.
3. The subject proposal complies with the Urban Design Standards for District "A", provided that the modification for reduced internal walkway width and all advisory notes and conditions of approval are complied with.

G. DECISION

The proposed site plan for **109 Logan Ave Mixed Use project, File No. LUAU10-047, SA-A, ECF** is approved and is subject to the following conditions:

1. The applicant shall design the proposal to accommodate a total of five (5) secure, weatherproof bicycle parking stalls within the building. Drawings submitted with the building permit shall depict the bicycle parking area. The location and size of the bicycle parking shall be consistent with Renton Municipal Code and is subject to the review and approval of the Current Planning Project Manager, prior to building permit approval.
2. The applicant shall revise the landscape plan in order to provide a combination of landscaping and fencing along the north and south yards where vehicle in parking areas could impact abutting residential uses. A 6-foot high decorative wood fence shall be installed along the north, south, and west property lines to screen parking areas. The detailed landscape plan shall be submitted with the building permit application. A fence detail shall be included in the revised plans. The detailed landscape plan is subject to the review and approval of the Current Planning Project Manager prior to the issuance of building permits.
3. The applicant shall be required to record cross access and cross parking easements in order to ensure that access is maintained in the event that one of the parcels is sold separately. The cross access easements must be submitted to the Current Planning Project Manager prior to the issuance of the Building Permit, and must be recorded prior to the Temporary Certificate of Occupancy.
4. The applicant shall be required to submit a lighting plan for the exterior of both buildings and the parking areas for the review and approval of the Planning Division Project Manager prior to the issuance of building permits.
5. The applicant shall submit a detail of the refuse and recycling enclosure for the review and approval of the Planning Division Project Manager prior to the issuance of building permits. Such detail shall include elevations of all sides of the enclosure as well as a roof detail. No chain link, plastic, or wire fencing shall be used in the construction of the refuse and recyclables enclosure.

6. The applicant shall submit a final landscape plan for the review and approval of the Planning Division Project Manager prior to the issuance of building permits. The applicant shall coordinate with the City's Urban Forester to select an appropriate tree for the planting bed.
7. The applicant shall submit a revised site plan which indicates that the width of raised walkways shall be 5-feet on either side of the proposed driveway access. The applicant shall indicate such increased walkway width on a revised site plan to be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.
8. The applicant shall revise the project to incorporate a common open space meeting the requirements of the Urban Design Standards. The common open space/recreation area is subject to the review and approval of the Current Planning Project Manager, and must be submitted as part of the building permit.
9. The applicant shall revise the front façade to increase the amount of glazing on the ground floor front façade (that is between four feet (4') and eight feet (8') above ground as measured on the true elevation of the structure) to a minimum of 50%. Such glazing shall be indicated on revised elevations which shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.
10. The applicant shall provide clear glazing on all storefront windows. Such clear glazing shall be indicated on revised elevations which shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.
11. The applicant shall submit a materials board indicating all building materials including roof composition and color. Such materials board shall be submitted to the Planning Division Project Manager for review and approval prior to the issuance of building permits.

 For Chip Vincent

C.E. "Chip" Vincent, Planning Director
Planning Division

9/15/2010

Date

TRANSMITTED this 15th day of September, 2010 to the Contact/Applicant/Owner:

Contact:

Torjan Ronhovde
The Ronhovde Architects, LLC
14900 Interurban Avenue South, #138
Tukwila, WA 98168

Applicant:

Amrik Kamoh & Angie Singh
13955 Interurban Avenue
South
Tukwila, WA 98168

Owner(s):

Same as applicant.

TRANSMITTED this 15th day of September, 2010 to the Parties of Record:

Richard J. Stauff
13813 139th Avenue SE
Renton, WA 98059

John Murphy
New Home Trends
4314 148th Street SE
Bothell, WA 98012

TRANSMITTED this 15th day of September, 2010 to the following:

Neil Watts, Development Services Director
Larry Meckling, Building Official
Kayren Kittrick, Development Services
Jennifer Henning, Current Planning
David Pargas, Fire Marshal
Renton Reporter

Land Use Action Appeals, Request for Reconsideration, & Expiration

The Administrative Site Development Plan Review decisions will become final if the decisions are not appealed within 14 days of the decision date.

Administrative Site Development Plan Approval Appeal: Appeals of the administrative site development plan review decision must be filed in writing to the Hearing Examiner on or before 5:00 p.m. on September 29, 2010.

APPEALS: An appeal of the decision(s) must be filed within the 14-day appeal period (RCW 43.21.C.075 (3); WAC 197-11-680). Renton Municipal Code Section 4-8-110.B governs appeals to the Hearing Examiner. Appeals must be filed in writing together with the required fee to Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall - 7th Floor, (425) 430-6510.

RECONSIDERATION: Within 14 days of the decision date, any party may request that a decision on an Administrative Site Plan Review be reopened by the Administrator (Decision-maker). The Administrator (Decision-maker) may modify his decision if material evidence not readily discoverable prior to the original decision is found or if he finds there was misrepresentation of fact. After review of the reconsideration request, if the Administrator (Decision-maker) finds sufficient evidence to amend the original decision, there will be no further extension of the appeal period. Any person wishing to take further action must file a formal appeal within the 14-day appeal timeframe.

EXPIRATION: The Administrative Site Development Plan Review decision will expire two (2) years from the date of decision. A single two (2) year extension may be requested pursuant to RMC 4-9-200L.2.

THE APPEARANCE OF FAIRNESS DOCTRINE: provides that no ex parte (private one-on-one) communications may occur concerning the land use decision. The Doctrine applies not only to the initial decision, but to Appeals to the Hearing Examiner as well. All communications after the decision/approval date must be made in writing through the Hearing Examiner. All communications are public record and this permits all interested parties to know the contents of the communication and would allow them to openly rebut the evidence in writing. Any violation of this doctrine could result in the invalidation of the appeal by the Court.

iMAP

EXHIBIT 2

City of
Planning Division
JUL - 8 2010

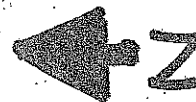
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NEIGHBORHOOD MAP
109 LOGAN AVE. S.

King County

0170
0169

Renton



100 FT

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness or any other information. The user assumes all responsibility for the use of this information. The user agrees to hold King County harmless for any and all claims or damages resulting from the use of this information. This map is provided as a public service and is not intended for use in any legal proceeding. For more information, please contact the King County Planning Division at (206) 462-3000 or visit our website at <http://www.kingcounty.gov/Planning>.

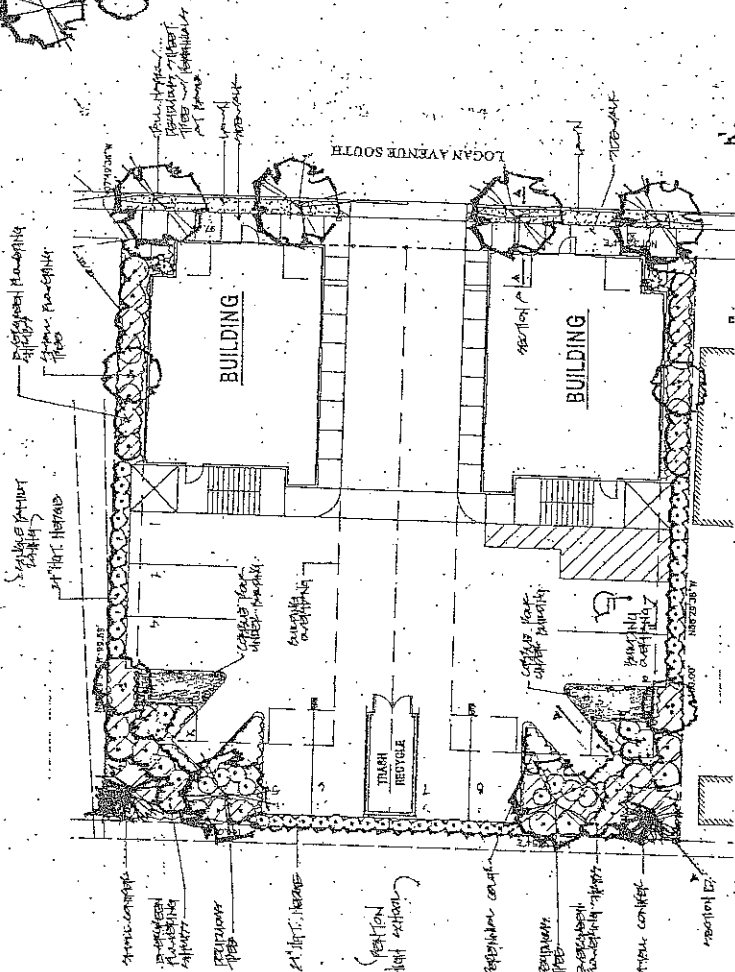
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This is 02/20/2010 Source: King County iMap - Property Information (<http://www.kingcounty.gov/iMap>)

SCHEMATIC PLANT MATERIAL LEGEND

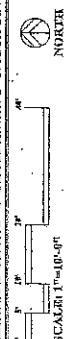
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CENTRAL CONSTITUTION NOTES

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LANDSCAPE SCHEMATIC DESIGN



BASE MAP FROM RONHOVDE ARCHITECTS; SEATTLE, WA.

City of Renton
Planning Division

JUL - 8 2010

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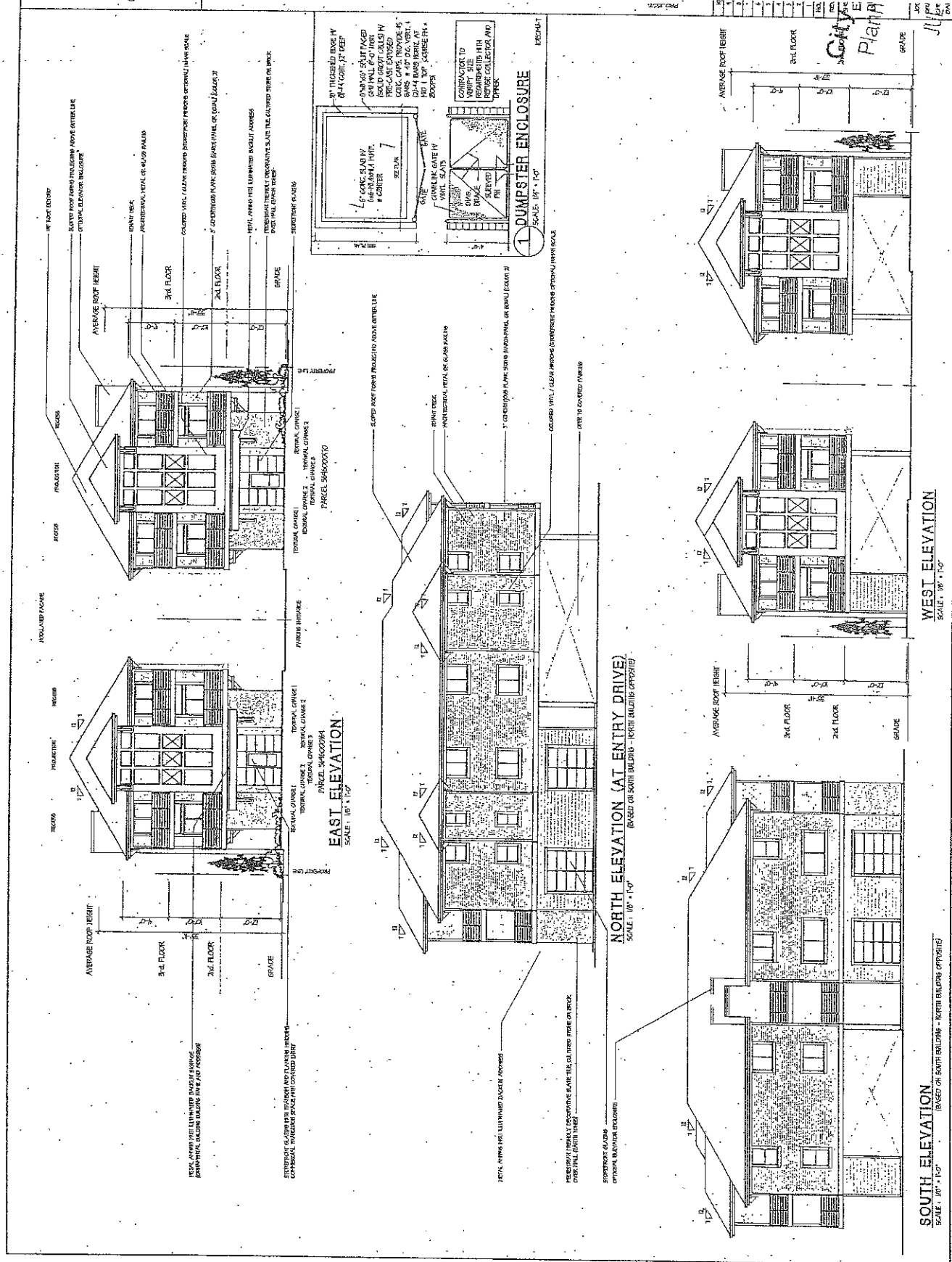


EXHIBIT 6

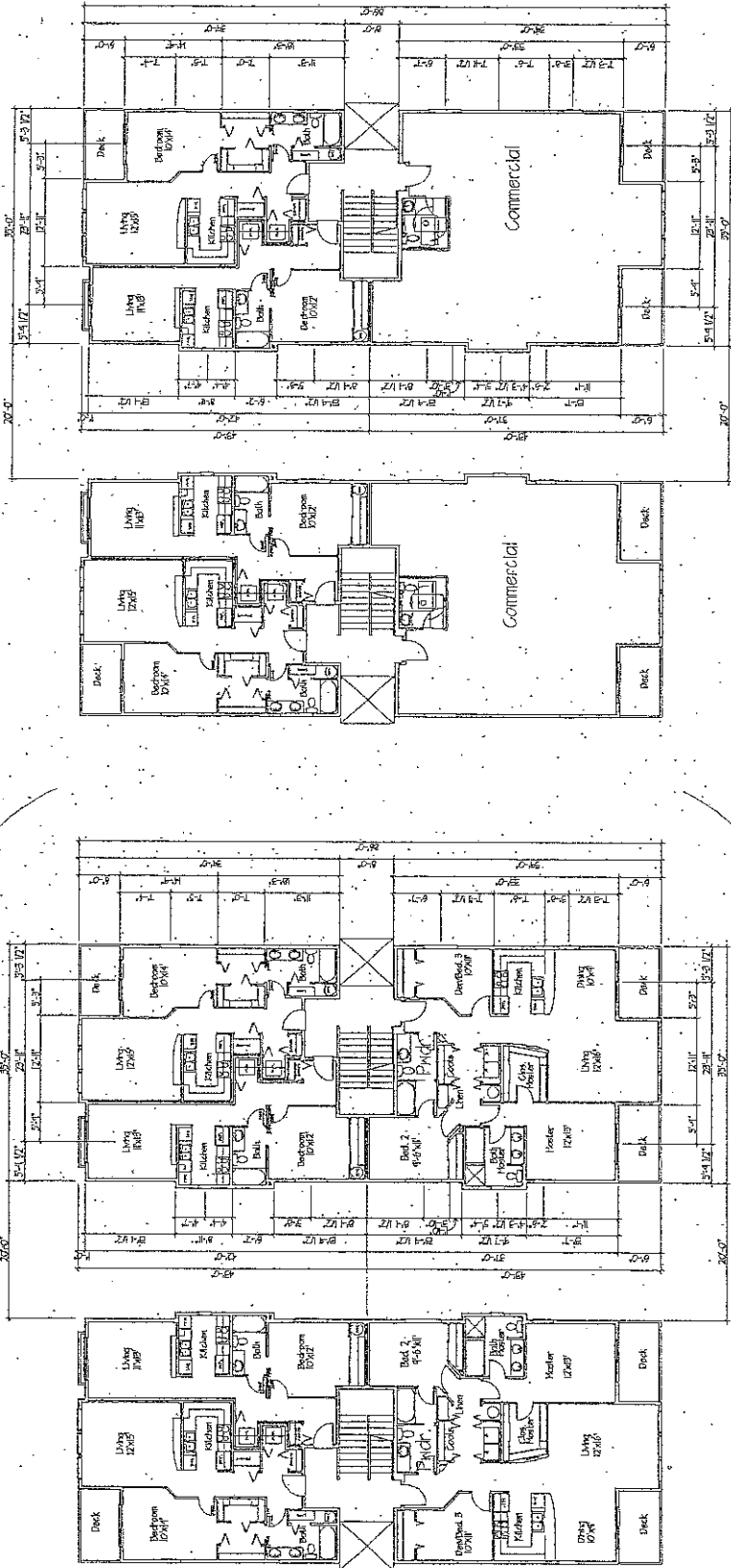
109 LOGAN MIXED USE

RENTON, WA



1400 INTERURBAN AVE SOUTH
SUITE 100
TUCKER, MICHIGAN 48060
(248) 694-0000 • FAX (248) 694-0001
houpowbe@houpowbe.com

DATE: 7/8/2010
BY: [Signature]
PROJECT: 109 LOGAN MIXED USE



PROPOSED 2nd FLOOR
SCALE: 1/8" = 1'-0"

PROPOSED 3rd FLOOR
SCALE: 1/8" = 1'-0"

COMMERCIAL SPACE ON 2ND FLOOR ONLY

City of Renton
Planning Division

JUL - 8 2010

RECEIVED

109 LOGAN MIXED USE

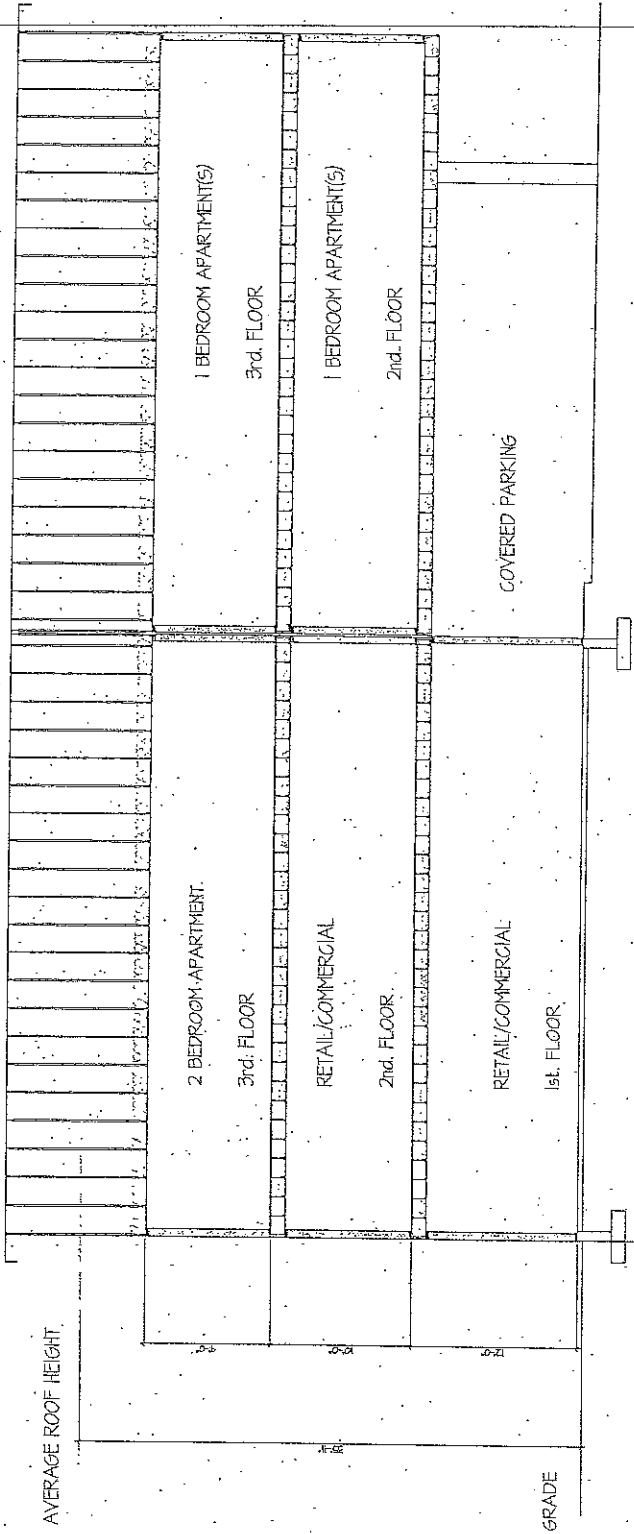
RENTON, WA



14900 INTERURBAN AVE SOUTH
SUITE 100
TUCKER, WASHINGTON 98160
(206) 894-5500 • FAX (206) 894-5501
ronhove@tellers.com



NO. 10	DATE	REVISION	BY	DATE
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PROPOSED CROSS SECTION
SCALE: 1/4" = 1'-0"

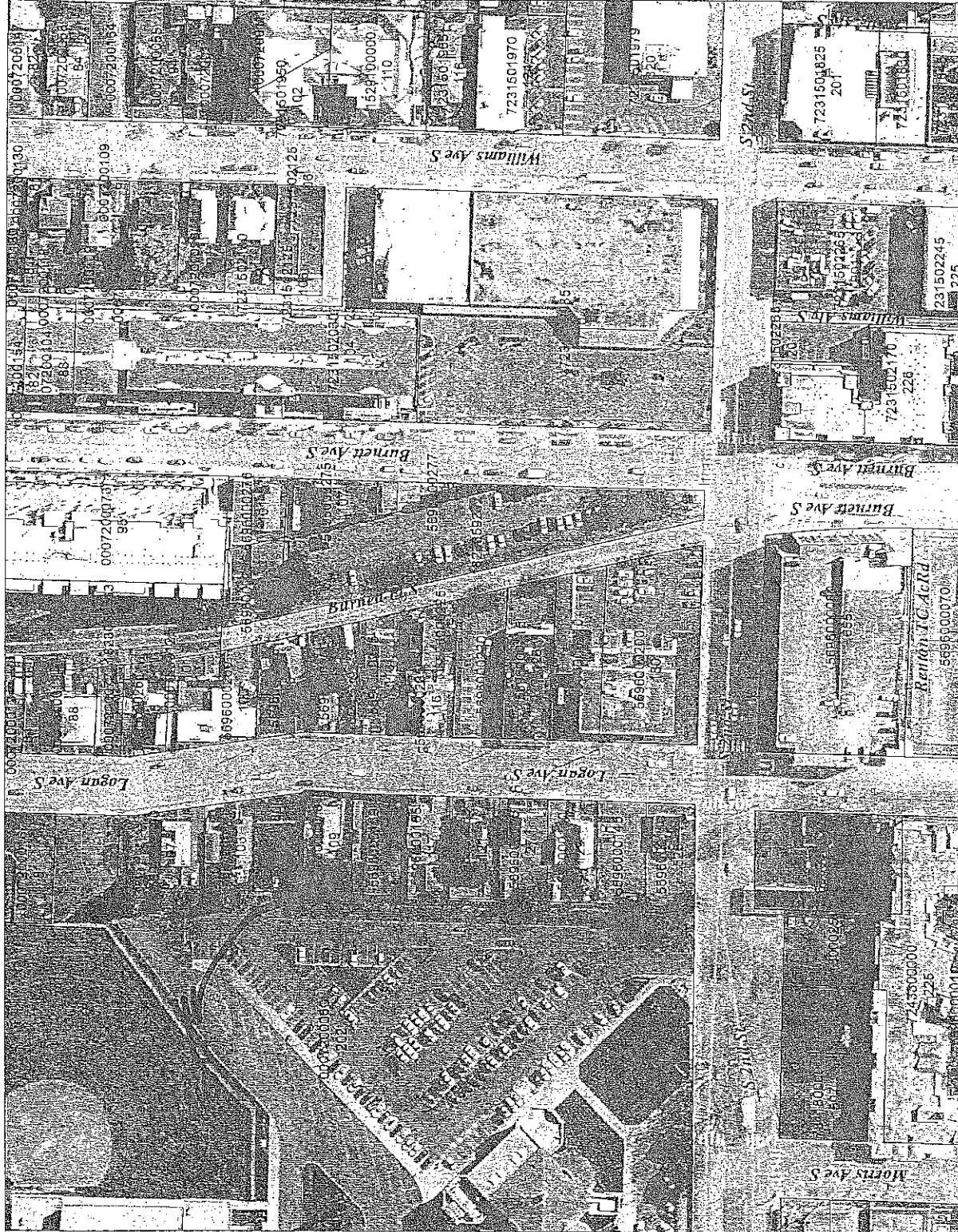
City of Renton
Planning Division

JUL - 8 2010

RECEIVED

109 Logan Ave Mixed Use, LUA10-047

RENTON
WASHINGTON



Legend

☐ Lakes and Rivers

☐ Parcels

Street Names

Rights of Way

Streets

Roads

Jurisdictions

Bellevue

Des Moines

Issaquah

Kent

King County

Mercer Island

Newcastle

RENTON

Salt Lake

Seattle

Tukwila

Aerial (March 2010)

Red: Band 1

Green: Band 2

Blue: Band 3

1:1,782

@ 8.5" x 11"

0.1 0 0.03 0.1 Miles

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

City of Renton, Washington

Notes

Enter Map Description

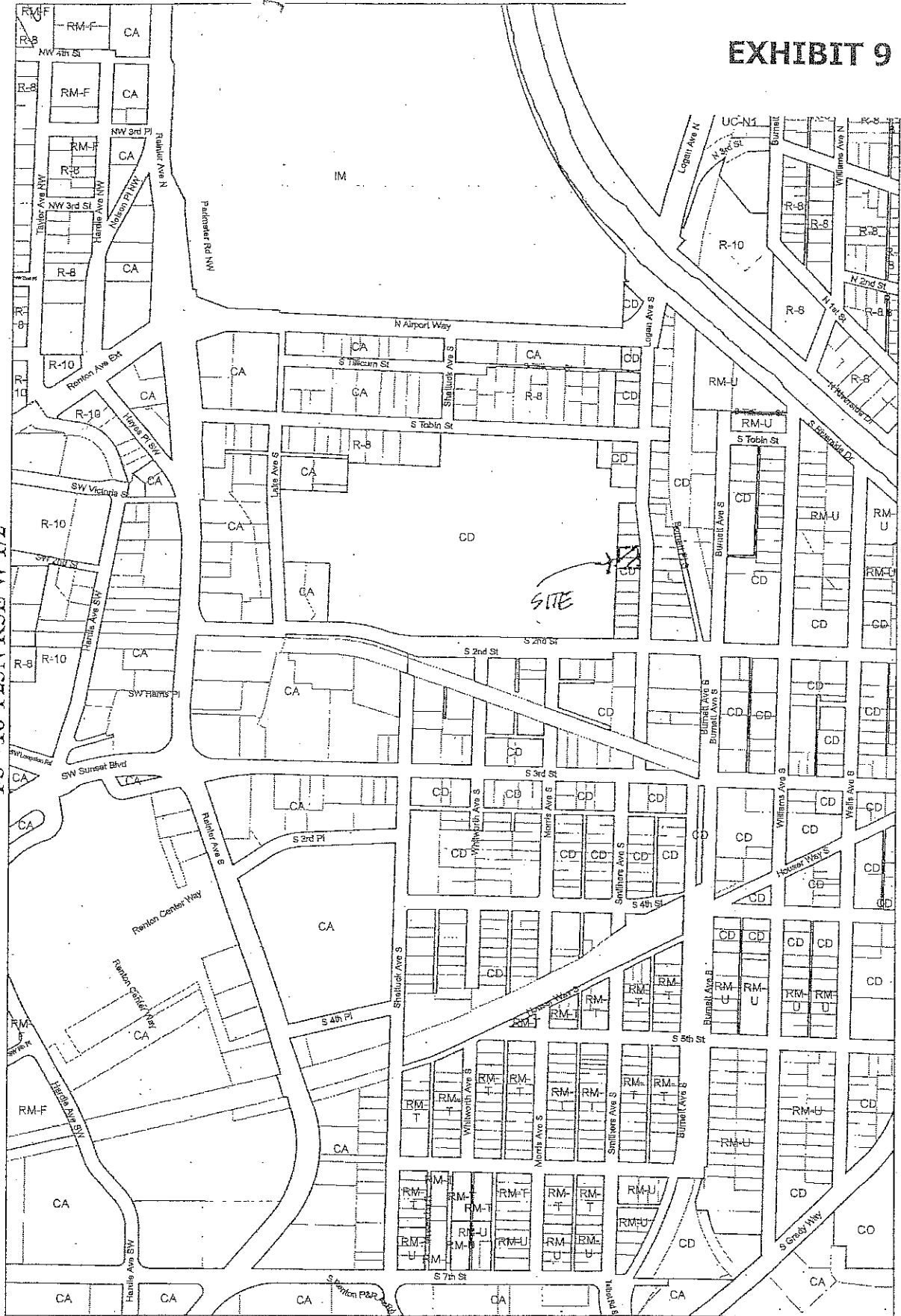
THIS MAP IS NOT TO BE USED FOR NAVIGATION

E3 - 07 T23N R5E E 1/2

EXHIBIT 9

E3 - 18 T23N R5E W 1/2

F4 - 17 T23N R5E W 1/2



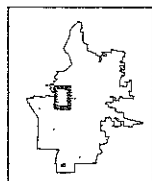
G3 - 19 T23N R5E E 1/2

F3

18 T23N R5E E 1/2



ZONING
FW TECHNICAL SERVICES
07/15/08



0 200 400
Feet
1:4,800

EXHIBIT 10

September 14, 2010

To: LUA10-047, 109 Logasn Ave. Mixed Use File

From: Gerald Wasser, Associate Planner



Subject: Access Driveway Width

I spoke with Dave Pargas, Assistant Fire Marshall today regarding the required width of the access driveway for the above-captioned project. The applicant has indicated a 20-foot wide drive width on the plans submitted for the project with a 4-foot wide raised walkway on either side of the drive. The project is in Urban Design District 'A' which requires that pedestrian pathways be a minimum of 5-feet in width.

Dave Pargas indicated that any Fire Department staging for servicing this project in an emergency would be done in the street (Logan Avenue South). Because the property is less than 150-feet in depth, Dave Pargas stated that the Fire Department would not require the driveway aisle to be 20-feet. He said that it could be reduced to 18-feet in order to accommodate the required wider pedestrian walkways.